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Policy & Process for Issuing a Permit to an Unlicensed Oversize Vehicle Combination

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1	06/02/2023	Full review and reformat of original version (D13#100321).	All
2	20/01/2025	Clarified movement of trailers must be with a suitable prime mover.	2

1 PURPOSE

Main Roads often receives applications to relocate oversize trailers, used for on-site mining operations, to various locations across the state. These trailers are unable to be licensed as they do not meet the requirements under the Australian Design Rules (ADRs) or the Road Traffic (Vehicle) Act 2012 and are designed for off-road applications.

Historically, varying combination types have been requested, including single trailers, B-doubles, double road trains and triple road trains.

This document is to ensure applications are assessed and permits issued consistently and appropriate conditions are applied to maintain road safety and to minimise road infrastructure impacts.

2 POLICY

The oversize mining trailers will only be approved for access as follows:

- 1) The trailers must be transported empty using a suitable prime mover;
- 2) The unladen mass when all trailers are connected must be within statutory axle mass limits;
- 3) The movement must not compromise the safety of other road users or cause damage, i.e. must only occur on routes approved for licensed Restricted Access Vehicles (RAVs) with similar dimensions and performance characteristics, with appropriate conditions applied to mitigate risks.

3 PERMITS

- 3.1 For all vehicle combinations, a *Special Purpose Vehicle – Combination Vehicle – Specified Journey (Single Trip) Permit* will be issued.
- 3.2 A standard fee of \$25 will apply.
- 3.3 A Department of Transport licensing permit must be obtained by the operator for each trailer & dolly and a copy must be provided to Main Roads Heavy Vehicle Services (HVS) prior to HVS issuing a permit.

4 STANDARD CONDITIONS FOR ALL COMBINATIONS

- 4.1 The *Special Purpose Vehicle (SPV) Standard Operating Conditions* must be applied to all combinations.
- 4.2 Strictly empty travel only.
- 4.3 All axle groups must be within statutory mass limits.

5 SPECIFIC CONDITIONS – SINGLE TRAILER

- 5.1 Maximum length 30 metres.
- 5.2 Maximum width 5.5 metres.
- 5.3 A dolly may be towed behind a single trailer and a pilot concession applies up to 26 metres in length with the dolly.
- 5.4 A load sharing gooseneck dolly may be used to connect the trailer to the prime mover.

6 SPECIFIC CONDITIONS – B-DOUBLE

- 6.1 Maximum length of 27.5 metres.
- 6.2 Maximum width of 3.5 metres.
- 6.3 No operation as a B-double if any of the trailers exceed 9.5 metres between the king pin and centre of the rear axle group.
- 6.4 Operation approved on the 27.5m Oversize B-Double Network (OBD1).
- 6.5 Must be accompanied by a licensed heavy vehicle pilot when operating on any road not listed on the 27.5m Oversize B-Double Network (OBD1).
- 6.6 In addition to any "Oversize" signage requirements, a "Long Vehicle" sign must be displayed on the rear of the vehicle combination.
- 6.7 No convoy travel permitted.

7 SPECIFIC CONDITIONS – ROAD TRAIN

- 7.1 Double road train combination only. No triple road train operation permitted.
- 7.2 Maximum length of 36.5 metres.
- 7.3 Maximum width of 3.5 metres.
- 7.4 Operation approved on the 36.5m Oversize Road Train Network (ORT2) and Tandem Drive Networks 9 & 10 only.
- 7.5 If any of the trailers exceed 9.5 metres between the king pin and centre of the rear axle group, the vehicle combination must be accompanied by a licensed heavy vehicle pilot.
- 7.6 In addition to any "Oversize" signage requirements, a "Road Train" sign must be displayed on the front and rear of the vehicle combination.
- 7.7 No convoy travel permitted.